





## CHINESE AND MIXED RESIDENCE.

The Chinese residents of Yokohama, with characteristic practicality, are besting themselves to influence Japanese public opinion in favour of granting to their nationals the same privileges as will be enjoyed by Occidentals under the revised treaties. Their method of compassing their end is very non-Chinese. They have sent delegates to Tokyo, and there, assembling the editors of the principal Japanese journals at the Maple Club, have dined them, wined them, and banqueted them, doubtless with a great deal of success. The chief speaker was Mr. Leung Keichin, whom the foreign public knows as an intimate friend and ardent disciple of Kang Yuwei. Mr. Leung spoke very forcibly. He presumed that the principal objection felt by the Japanese to opening their doors to the Chinese was that the markets of this country might be flooded by cheap labour from the neighbouring empire. Such an apprehension was founded on an error of fact. Labour was not cheaper in China than in Japan. A common labourer in Canton received 30 *sen per diem*, and for that wage the Japanese lower orders were quite willing to work. On the other hand, living was cheaper in China than in Japan. The Chinese, therefore, would not desire anything to attract him to Japan, since he could obtain as good remuneration at home and live more cheaply. Japan, then, need not fear any inundation of Chinese cheap labour, and, as to the better classes of Chinese, it was all in her own interest to encourage their coming. They would bring their capital and help to develop Japan's resources. There was plenty of spare capital in China, but its possessors shrank from investing it in domestic enterprises, much as they had no confidence in the security enjoyed at home. They would gladly invest their money in Japan, however, and Mr. Leung thought that, where the European or American capitalist, if he came to Japan, would work independently and in direct competition with the Japanese, the Chinese would work in combination with the people of the country. He dismissed as chimerical the apprehension that by admitting low-class Chinese denationalizing and disorderly element would be added to the population. The Japanese police were entirely competent to deal with any contingencies of this kind. At the same time he frankly declared that his country would not entertain any prejudice against Japan if she thought it expedient to impose some restriction upon the immigration of the labouring classes.

These were Mr. Leung's practical arguments. It goes without saying that he dwelt upon the political and sentimental aspects of the problem also, but into that part of his speech we need not enter. Evidently the Chinese residents of Yokohama appreciate the power of the press.—*Japan Mail*.

## TOKYO HARBOUR.

Some of the citizens of Tokyo seem to be getting impatient as well they may about the unconscionable delay in inaugurating any practical scheme of harbour improvements. Rumour says that Mr. Amano has made a programme of reclamation at Kanagawa. His idea is to fill in a space of about 140 acres by dredging operations which will give a depth of 20 feet of water at low tide. The harbour question would thus be effectually solved, it is said. Undoubtedly the project has attractive features. At present all goods for the north and west have to be carried up the Sumida River in lighters, landed and stored, and ultimately taken again from the ware-houses for transport to the distant railway stations. There are thus three distinct operations, transfer from the cargo steamer to lighters; transfer from the lighters to godowns; and transfer from the godowns to railways. But if the steamer could be loaded and unloaded at the railway station itself, and put them on board the cars at once. There would, of course, be an immense saving of time and money. Can the harbour problem be solved in that way, however?—*Japan Mail*.

## JAPANESE EMIGRANTS TO AUSTRALIA.

It has already been reported that two batches of Japanese emigrants were turned back by the Queensland Government, one consisting of 39 men who proceeded thither in the *Yamato Maru*, the other of 12 who went by the *Futaba Maru*. The Minister of Foreign Affairs has issued a wise instruction with reference to these incidents. His Excellency points out that, owing perhaps to some laxness on the part of local officials and certainly to false representations made by intending emigrants, common labourers have occasionally succeeded in obtaining passports which represented them as merchants. Such was undoubtedly the case with regard to the emigrants by the *Yamato Maru* and the *Futaba Maru*. It is quite plain that the discovery of these deceptions and errors must create a prejudice against Japanese officials, and that respectable people are thereby exposed to loss and annoyance for the sake of more adventurous. The minister, therefore, invites increased attention, and directs that passports shall be granted to genuine men of commerce and persons of corresponding social status only, and that the emigration of labourers shall be confined to those who are in receipt of permits from the Governments of their places of destination.—*Japan Mail*.

## NEWS BY THE CANADIAN MAIL.

## Great Britain and the Transvaal.

LONDON, June 13th. Special instructions are attached to the Cabinet meeting which took place this morning. It lasted a couple of hours and it is believed the Cabinet finally determined upon the policy to be adopted towards the Transvaal. The Secretary of State for the Colonies, Mr. Joseph Chamberlain, is expected to make a definite statement on the subject in the House of Commons this morning, unless the rumors of his resignation turn out to be true. As it is curious coincidence Mr. Chamberlain was absent from the House yesterday and to-day it was announced that he and his wife would start for Paris and Lyons during the week. It is quite unprecedented for the Secretary of State to leave the country during the session, and the fact in conjunction with the talk of a disagreement in the Cabinet over the Transvaal was taken to mean that Mr. Chamberlain had decided to leave office. Later, however, an authoritative denial was made to the report that Mr. Chamberlain was going to the continent.

## WAR NOT INEVITABLE.

LONDON, June 13th. Though sensational papers are making much of the Blue Book on the Transvaal negotiations issued last night, in which the British High Commissioner at South Africa, Sir Alfred Milner, practically declared beyond a doubt a case for British intervention in the Transvaal, the Secretary of State for the Colonies, Mr. Chamberlain, is reported to have said that any such intervention would be a last resort.

not contain threats, which was rumored, but demonstrates that there is, therefore, time for compromise.

BRUSSELS, June 13th. Dr. Leyds, the representative in Europe of the Transvaal Republic, received to-day the following conciliatory despatch from Pretoria: "The Government does not make arbitration a condition of concessions. It will continue to make concessions, even as regards the franchise independently of Great Britain's acceptance or non-acceptance of arbitration."

## FRANCE.

## THE FALL OF THE CABINET.

PARIS, June 13th. The morning papers, commenting on the fall of the Cabinet, severely criticised the ministerial career of M. Dupuy, charging him with leaning now to one side and now to another and betraying all parties, thus creating universal dissatisfaction. He was fated, they say, to fall sooner or later, under the contempt excited by his waverling policy. Most of the Republican and Radical papers say that the crisis will be short. In conversation with the Associated Press regarding the ministerial crisis, persons interviewed said that President Loubet's task would be a most difficult one unless he had arranged for a new ministry in advance, having foreseen the fall of M. Dupuy and his colleagues. The moderate organ generally demand a Cabinet which will work towards the pacification of the country. Among the names mentioned for the future ministry are MM. Constans, Rouvier, Poincaré, Waldeck-Rousseau, Brisson and Bourgeois.

## BARON CHRISTIANI.

Baron Christiani, who assaulted President Loubet with a cane at Autenail races on June 4th, was to-day sentenced to four years' imprisonment. Christiani was tried before the Correctional Police Court. The judges deliberated 35 minutes and then delivered judgment saying that, according to the articles of the penal code under which Christiani was sentenced, he was liable from two to five years.

There was a general exclamation of surprise when the prisoner was sentenced to four years' imprisonment and also to pay the costs of the trial. Christiani listened unmoved to his sentence.

## AN ALLEGED SPY.

The Italian general arrested at Nice is Gen. Gilette de St. Joseph. He was examining the fortifications on the frontier and a number of plans of fortifications were found on him. The general, who owns a villa on a French river, has been suspected and closely watched of late. He denied having been engaged in espionage, and said that the plans were merely those of a tourist and that they had no secret character.

## FORMING A MINISTRY.

President Loubet conferred with the President of the Senate, M. Fallières, and with the President of the Chamber of Deputies, M. Deschanel, this morning for the purpose of pressing them with the necessity of quickly ending the Cabinet crisis. It is believed that M. Poincaré has been asked to form a cabinet. It is understood that he is ready to accept the task and it is even said that he has already selected a cabinet composed as follows: M. Poincaré, Premier and Minister of Public Instruction; M. Delcassé, Minister of the Interior; M. Bourgeois, Foreign Affairs; M. Krantz, War; M. Pouvion, or M. Delomère, Finance; M. Waldeck-Rousseau, or M. Monis, Justice; M. Lannes, Commerce; M. Sarrailh, Public Works; Senator Jean Dupuy, Agriculture; M. Quilhan, Colonies.

PARIS, June 13th. President Loubet received M. Poincaré this morning for the purpose of discussing him with the task of forming a new cabinet. M. Poincaré had consultations this afternoon with Messieurs Ribot, Sarrien, Méline, Péral and Brisson. M. Poincaré asked for time to deliberate, and will give the president a definite reply at 6 o'clock.

The interview between M. Loubet and Poincaré lasted half an hour. In reply to the president's request that he should form a new cabinet, M. Poincaré declared that for several years he had kept aloof from politics and party strife, and was wholly unprepared to accept under the present circumstances the responsibilities of the premiership. M. Loubet, however, insisting, pointed out that for these reasons all factions of the Republicans would accept his leadership more readily, adding that both the president of the Senate, M. Fallières, and the president of the Chamber, M. Deschanel, had clearly pointed him out as the man best fitted to realize the concentration of the Republicans. Finally M. Loubet appealed to M. Poincaré's patriotism, and the latter thereupon consented to consult his friends.

## IN TROUBLED PARIS.

PARIS, June 13th. The correctional police court to-day sentenced Comte de Dion, Comte Daubigny and Comte Day to a fortnight in prison and to pay 100 francs fine for participation in the disturbances at Autenail on June 4th. The others were sentenced to imprisonment for from one month to three months on the same charge.

MR. POINCARÉ DECLINES. As this dispatch is sent, M. Poincaré is on his way to the Elysée Palace for the purpose of informing President Loubet that he declines to form a cabinet. The reason for his declination is understood to be due to the objection of the Radicals to the presence of Messieurs Ribot and Darboux in the cabinet, while M. Poincaré wished them to join him in the ministry.

## The Peace Conference.

THE HAGUE, June 13th. It is now expected that the peace conference will not adjourn before the middle of July, as it is thought the labours of the delegates will not be finished before that time, but there is the additional question of acceptance by the powers of the decisions adopted by the conference. The delegates who desire to see some tangible result accomplished by the conference recognize that if the members are content with simply transmitting the decisions to their respective governments the work of the delegates will simply be pigeon-holed in the various chancelleries of Europe, and will not be executed. Therefore the delegates have resolved to adjourn their sittings as soon as their work is completed, and submit the result to their respective governments with the request that the delegates be empowered to sign a definite document. It is expected that the governments keep trace of the progress of the work and that they will require about 10 days for deliberation on their final decisions, which will bring the final adjournment in the middle of the month.

NEW YORK, June 13th. The correspondent of the *World* at The Hague gives the following outline of the English arbitration proposal: It provides for the organization of a permanent tribunal of international arbitration which shall be accessible at all times and shall be governed by a code of arbitration to be provided for by the Peace Conference. A permanent central office shall be established with a permanent secretary and archivist and a suitable staff to serve as a medium of communication for the assembling of the tribunal. Each signatory power shall appoint two jurists or publicists, one of whom shall be empowered to act as judge on the tribunal. Any of the signatory powers

desiring to have recourse to the tribunal for a peaceful settlement of differences shall give notice of desire to the secretary at the central office and afterwards may select from the list of members of the tribunal the number of arbitrators stipulated for in the arbitration agreement, with permission to adjoint to them any other person. The litigants themselves will fix the date for the assembling of the tribunal. This outline shows that the English proposals are most tame, simply propounding a principle of arbitration and not making it compulsory in any way. Germany would probably prefer the English scheme, but it is believed the conference, not wishing to be trifled with by useless work, as already the trified waters of the conference have been wired, will agree upon a compound of much more precise and serious matter hiding the American and Russian schemes.

## Russia.

## RUSSIAN AGGRESSIVENESS.

LONDON, June 13th. Though it has not attracted much attention here, recent news from Odessa is of real importance. It appears that Russia has leased from the Seoul Government the ice-free ports on the coast of Korea, probably including Port Lazareff, a really magnificent harbour on the eastern side of the peninsula. Though the lease is only for 12 years, those qualified to judge are convinced that Russia never will loose her hold on these harbours, her next step being to connect by railway the foothold thus gained on the Korean littoral with Vladivostok. It is believed that Russia will practically apply to Korea the process which has made Manchuria a *Russ*an Province. Japan is likely to offer serious opposition to a step which so seriously threatens her independence, but without England, Japan is powerless. Anxiety is felt here in Far Eastern commercial quarters as to the attitude likely to be assumed by the British Government.

## GRIM FAMINE.

LONDON, June 13th. While famine is now threatening the southern provinces of Russia, a correspondent of the *Times* at St. Petersburg writes that the condition of seven provinces of East European Russia is worse than during the famine of 1891 and 1892. "Quite half the population of 10,000,000," he says, "are undergoing terrible suffering, starvation and disease, and the authorities everywhere appear incapable and unprepared to deal with the calamity. Money is squandered in absurdly high pay to relief agents and, owing to the high prices which the government charges for seed corn, no encouragement is given to the peasants to till the ground. It is impossible to quote the harrowing details received from the relief agents. They add nothing to the stern significance of the statement made by a Russian of authority in one district in the Government of Kozan that not one child born this year is now alive."

## Cuba.

## OUTRAGES IN CUBA.

HAVANA, June 13th. Particulars have been received here of outrages by outlaws on the plantation San Francisco near Guanajay. On Sunday night 12 men mounted and well armed surrounded the house of Francisco and Manuel Montelongo, brothers, owners of a plantation, and demanded entrance. The Montelongs opened fire, which the thieves returned, killing Francisco. They then forced an entrance and carried away all the valuables, leaving Manuel bound and gagged. A band, presumably the same party, attacked a party of people at Soriana, where the Cuban guards drove them off, killing a negro named Antonio Miralles. Major-General Lee and Senor Dolz, civil governor of Pinar del Rio, have been notified of the outrages and asked to send troops to a number of small towns.

## Among Cuban Soldiers.

HAVANA, June 13th. The greatest confusion exists in the lists of Cuban soldiers at Canjueal. Many of them cannot collect their 275, as they appear on the rolls as having been promoted to the ranks of officers, of which fact they had no knowledge previously. The Remedios regiment contains apparently over 2,000 men, while the list only gives the names of 700 men. Soldiers who have fought since 1895 are not shown on the list, while those who served as camp-followers, etc., during the blockade are able to secure payment, preference apparently having been given to the army of 1898. A petition has been sent to Governor-General Brooke, asking him to order the revision of the list. Most of the Remedios soldiers are armed, or hold municipal receipts for weapons given up during the past two months.

## THE JEFFRIES FITZSIMMONS FIGHT.

## CONY ISLAND, Sporting Club, June 9th.

Big Jim Jeffries of Los Angeles is the champion pugilist of the world. At the Cony Island Sporting Club to-night he defeated Robert Fitzsimmons in a fast and vicious contest that went eleven rounds. He fought with the coolness and precision of a veteran and at no time was he in danger of defeat. It was a fair and square contest, marked with a brilliant display of science on both sides and was fairly and squarely won. The young Californian showed himself a master at every point in the game, and he was pleased after he had taken the measure of his opponent. Soldiers who have fought since 1895 are not shown on the list, while those who served as camp-followers, etc., during the blockade are able to secure payment, preference apparently having been given to the army of 1898. A petition has been sent to Governor-General Brooke, asking him to order the revision of the list. Most of the Remedios soldiers are armed, or hold municipal receipts for weapons given up during the past two months.

To those who had seen him before he offered the greatest surprise. He was no longer a clumsy, awkward boxer, hesitating to lead or follow an advantage but a finished fighter, keen and alert for an opening and swift to take and follow the advantage when it came to him. He came to the ring in superb condition and the fierce rounds that he fought had no apparent effect upon him. As he stood over the prostrate form of his bleeding and unconscious opponent, he looked fit to go on for another hour. He was punished throughout the fight for no man can engage the wonderful Australian who never before met reverse, without being hit hard and often, but he stood up to it with lion-like courage and never faltered.

He showed an entirely different method of boxing. He crouched very low with his left arm extended, and Fitzsimmons seemed lost as to the best method of finding him. His defense was nearly perfect. He also showed wonderful improvement in footwork and hitting power. He was as nimbly as a cat, and he kept his feet and repeatedly ducked under the cutting swings of his opponent. He has stopped cutting and chopping. He punches and hooks and swings with the precision of a finished boxer. It was a great battle and the young victor will probably remain the champion for years to come. He has size, weight and speed, and the comparative ease with which he defeated Fitz, whom they all feared, will give him wonderful confidence.

Jeffries won a fortune by his wonderful victory and furnished one of the greatest spectacles in the history of pugilistic betting. Hundreds of thousands of dollars were placed on him at the ruling odds of 2 to 1. Fitz was regarded as a sure winner and was liberally backed. It was admitted that he was at a disadvantage as far as youth, weight and reach were concerned, but his backers relied upon his speed and cleverness to pull him through. It was thought that he would simply stand away from his man and

job and chop him to a finish. It really, he found himself pitted against a man just as fast as himself and equally as clever as a boxer. He went in with every confidence only to be fooled by the young giant whom he faced, and then beaten to a knockout by superior strength. The credit for Jeffries' notable victory belongs to the men who prepared him. Billy Delaney, who developed the Corbett that whipped John L. Sullivan, was his guide. With the eye of an expert he studied and guarded his physical development, and Tommy Ryan and Jim Daly taught him the science of the ring. In six weeks they accomplished, with the excellent material in their hands, what ordinarily takes years of actual experience to do. They had raw material, and whipped it into shape.

As is usually the case, the man on the short end of the betting had the crowd behind him, and the young Californian was cheered on to victory. When it became apparent that he was standing his opponent off and taking the lead he jumped into marvellous popularity, and New York will to-morrow hail him as king. He will retain his popularity, for he is as modest as a girl. He prepared for the battle with a word of a dispassionate nature to his opponent, and was calm in victory. He had said in a calm but determined way that he was going to win. He believed it, and the realization was but proof of his words. Again he is the first American in this half of the country to win the championship.

It was California's night in pugilism, for principal manager and trainer called the Golden State as home. In the house, too, there was a hopeful little band of Californians, who were there for the purpose of cheering to count out. It was one of the few heavy-weight championship events ever pulled in New York, and it was Gotham's first chance of seeing Fitzsimmons in a real contest, and the fight provoked tremendous interest.

The threat of Chief Devery that he would not let the contest take place provoked a storm of disapproval and the condemnation of practically every newspaper in the city. There was a big political play back of it all, and that added to the intensity of the interest. The boroughs of Manhattan and Brooklyn engaged in a political dispute. Tammany said there should be no fight. Hugh McLaughlin, Democratic leader in Brooklyn, said there should, and that the club should not be blackmailed, either. And there was no interference. Chief Devery sat by the ringside and saw the fight go to a finish. He sent his men into the ring after the fight, but that was only to keep the excited crowds from breaking in.

There was no confusion about handling the crowd and no quarrel over conditions. There was ample transportation for the crowd that went to the beach, and the cars and trains were scarcely crowded. It rained in the afternoon and during the early evening, and that kept the idly curious away. Cony Island, with its thousands of fakes and fakers, amused the fight spectators during the evening, and it was 9 o'clock before the auditorium of the clubhouse began to fill up. The crowd was a most remarkable one. There were delegations from every city of importance in the United States and Canada, and in the number were all the sporting men of note. Professional New York, however, contributed the largest portion of the great audience that numbered nearly 10,000, and paid about \$100 each for its sport.

The men entered the ring at 10:05. Both were given enthusiastic receptions by the crowd. Both appeared in superb condition. Jeffries was tanned and swarthy, and Fitz white and clean-shaven. They seemed in splendid shape, and the fight proved that they were. There was but little time lost in the ring. Nobody paid any attention to the announcements, and drowned the voice of Frank Burns, who made them. The impatient, eager crowd had not come for speeches, but to see a fight. Jeffries quietly slid on a red sweater and pair of black trousers, and the most remarkable physique those present had ever seen. Great masses of muscle lay on the back, chest and shoulders but they played lightly and swiftly when he moved. Fitzsimmons, finely drawn and lithe, looked the greyhound when he tossed off his blue bathrobe. They were under scores of great electric lights that burned on the gallery over their heads to furnish light for the vivacious pictures.

When the gong sent them away they began to size one another up and nothing effective was done in the opening round. Fitz was aggressive, but Jeffries stood up to him and fought him back to a standstill. The Californian went down before a straight left in the second and Jeff kept putting his head back. Fitz persistently pressed the Californian, but he had not his match and was powerless to land an effective blow. He put his left on the young Californian's eye in the fifth and cut it, but Jeffries came back gamely and fought on. The Californian used his left effectively on face and body and also brought his right into the battle repeatedly.

Fitz tried all his tricks and devices, but was either blocked or covered under him. After the seventh round the young Californian had things his own way. In the eighth round Fitz staggered against the ropes with a left hander and Jeff again landed his left. Fitz went to his corner dazed. Fitz came back fairly strong in the ninth only to be beaten back. It was all Jeffries and there was consternation in Fitzsimmons' corner. The crowd saw the inevitable result, and there were hoarse yells for the Californian to go in. In the tenth the call of time that saved him. He was down twice and was done for when he staggered to his corner.

The end came after a minute and a half of fighting in the eleventh. It was a left and right from Jeffries, and Fitzsimmons, who had never known defeat, dropped unconscious. His seconds frantically called to him, but their words fell upon deaf ears. Referee Siler and the timers called off the ominous count of ten and there was a roar of applause that shook the building. The new champion was heralded. His second, an awestruck, around and embraced him, and in an instant hundreds of spectators broke for the ring. The police stopped the advance, and while Jeffries slipped through the ropes and ran for his dressing room, Fitzsimmons, still limp and unconscious, was carried to his corner. He was some time in reviving and then did not know that he was beaten.

## SHIPPING REPORTS.

Captain Davidson, R.N., of H.M.S. *Indra*, from Nagasaki, reports: Fine weather throughout.

Captain A. J. Robson, of the steamship *Julia*, from Swatow, reports: Light S.W. wind and fine clear weather.

## NOTANDA.

Metropolitan means based on fifteen years' observations to 1898.

Barometer..... 29.73

Thermometer..... 81.0

Humidity..... 73.0

Rainfall..... 14.41

TO-DAY.		WEATHER REPORT.	
On date at		On date at	
Barometer.....	29.63	29.59	
Temperature.....	85	84	
Humidity.....	79	81	
Rainfall.....	—	—	

TO-DAY.		TUESDAY, 11th JULY, 1899.	
Chinese—11th of 6th moon of 25th year of Kwang-si.		Chinese—11th of 6th moon of 25th year of Kwang-si.	
Sun—Rises.....	5hr. 23min.	Sun—Rises.....	5hr. 23min.
Sets.....	6hr. 40min.	Sets.....	6hr. 40min.
Noon—In shadow of Midway.....	12hr. 12min.	Noon—In shadow of Midway.....	12hr. 12min.
High water—Morning.....	5hr. 30min.	High water—Morning.....	5hr. 30min.
Afternoon.....	5hr. 30min.	Afternoon.....	5hr. 30min.
Low water—Morning.....	1hr. 12min.	Low water—Morning.....	1hr. 12min.
Afternoon.....	1hr. 12min.	Afternoon.....	1hr. 12min.

ANNIVERSARIES.	
1793—Battle of Quiberon.	
1816—Amherst's Embassy arrived in China.	
1859—Peace of Villafranca.	
1871—Engagement between the Koreans and an American naval force.	
1882—Alexandria bombarded.	
1897—Gay, B.N. Borneo, looted and burnt by Mt. Bala.	
1898—Admiral Canina's fleet recalled to Spain. Four transports with American reinforcements arrive at Manila.	

TO-MORROW.	
Wednesday, 12th July, 1899.	
Chinese—12th of 6th moon of 25th year of Kwang-si.	
Sun—Rises.....	5hr. 24min.
Sets.....	6hr. 40min.
High water—Morning.....	5hr. 30min.
Afternoon.....	5hr. 30min.
Low water—Morning.....	1hr. 12min.
Afternoon.....	1hr. 12min.

ANNIVERSARIES.	
1854—Foreign Inspectorate of Customs established at Shanghai.	
1856—The Crimea evacuated.	
1864—Loss of the <i>ss. Taitien</i> on the Fisherman's Group.	
1880—Arrival in Shanghai of General Gordon.	
1896—A Chinese detective shot by a burglar in Chuk Hing Lane.	
1898—Pere Fleury carried into captivity by the Chinese.	

## AGENDA.

TO-MORROW.	
California & Oriental steamer <i>Belgian King</i> leaves for Honolulu.	
Goods <i>ss. Glentworth</i> and <i>Ceromandel</i> subject to rent.	

## FRIDAY, 14th.

3 p.m.—Chaffed and broken goods *ss. Bonfatti* examined.

## SATURDAY, 15th.

Goods *ss. Silesia*, and *Bendish* subject to rent. The U.S. & China-Japan steamer *Indrapura* leaves for New York via Suez Canal.

## SHIPPING AND MAIL NEWS.

MAILS DUE.	
American ( <i>Doris</i> ) 15th inst.	
English ( <i>Oceanic</i> ) 15th inst.	
Tacoma ( <i>Tacoma</i> ) 15th inst.	
American ( <i>City of Rio de Janeiro</i> ) 4th prox.	
American ( <i>Nippon Maru</i> ) 6th prox.	

The Silk steamer *Empress of China* arrived in New York on the 8th July.

The steamer *Indra* from New York and Straits left Singapore for this port on to-day at 6 a.m.

The steamer *Oceanic* with the next French mail, will leave Saigon to-morrow at 5 a.m. for this port.

The steamer *Sikh* from New York left Singapore on Saturday the 8th inst. and is expected here about Thursday the 13th inst.

The O. S. S. Co.'s steamer *Menelaus* from Liverpool etc. left Singapore a.m. 8th inst. and may be expected here on or about Thursday, 13th inst.

## Intimations.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th July, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	VICTORIA, H.C. and SEATTLE.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th July, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 10th July, 1899.

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Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*DOMENICO BALDUINO..... Canepa 5th August.  
\*SINGAPORE..... Pizzarello 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

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patented "LION BRAND." In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c. FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

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(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.

Shipping.  
STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

\*INDRAPURA, Captain A. Norfall, will be despatched as above on or about the 15th July.

For Freight, apply to

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 29th June, 1899. [686a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

\*TAMSUI MARU, Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th July, 1899. [895a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

\*KWEIYANG, Captain Outbridge, will be despatched as above on THURSDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 20th July, 1899. [7, 1899a]

SHEWAN TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship.

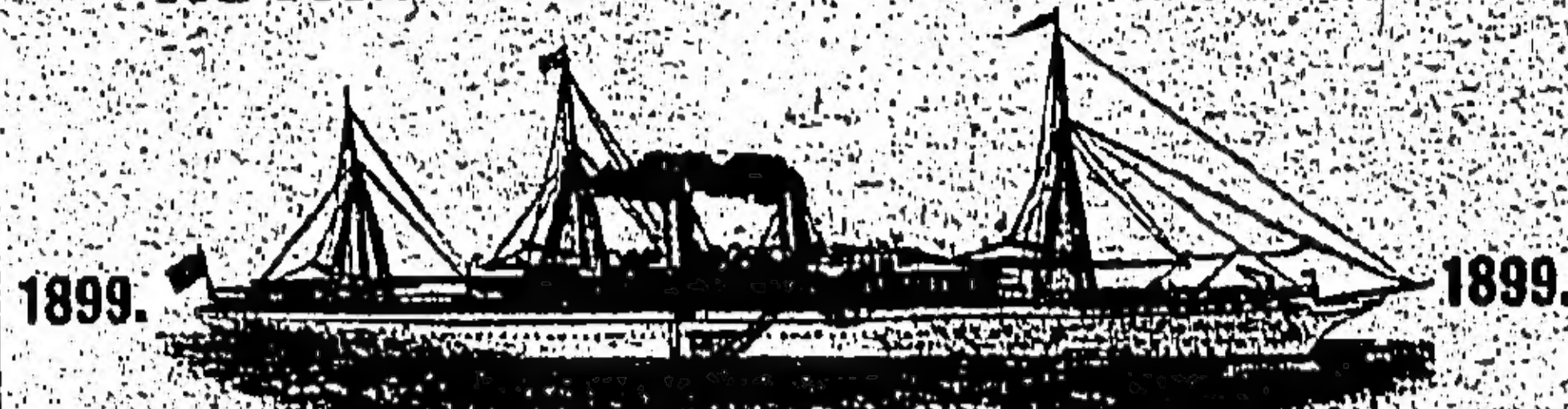
\*YANGTZE, Captain H. Allen, will be despatched for the above Port on SATURDAY, the 29th July.

For Freight, apply to

SHEWAN TOMES &amp; CO., Agents.

Hongkong, 10th July, 1899. [1899a]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.  
EMPEROR OF INDIA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 19th Aug., 1899.  
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS as WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

\*SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedler's Street, [3]

Hongkong, 27th June, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AZTEC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) Saturday, 15th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) Saturday, 23rd Sept., at Noon.

THE Chartered Steamship

"AZTEC," will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 15th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

## Hotel.

## WINDSOR HOTEL.

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from RAILWAY STATION to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

## Mails.

NORDDEUTSCHER  
LLOYD.

(Freight Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINE.

(Fast Atlantic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
E. RICKMERS	HAVRE and HAMBURG	About 3th Aug.	Freight and Passage.
*H. Jacobs	(London with transshipment in HAMBURG)	About 6th Aug.	Freight and Passage.
*SILESIA	HAVRE and HAMBURG	About 17th Aug.	Freight and Passage.
Behrens	(London with transshipment in HAMBURG)	About 17th Aug.	Freight and Passage.
WITTENBERG	HAVRE and HAMBURG	About 31st Aug.	Freight and Passage.
Madsen	(London with transshipment in HAMBURG)	About 31st Aug.	Freight and Passage.
ALESIA	HAVRE and HAMBURG	About 31st Aug.	Freight and Passage.
Knuth	(London with transshipment in HAMBURG)	About 31st Aug.	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

[681]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King 1379 Thursday July 13

Carnarthen 1329 about July 20

Carlisle City 1303 about Aug 15

Thyra 13406 about Sept 15

THE Steamship

"BELGIAN KING" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 13th instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan. [1330]

Hongkong, 11th July, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

THE U.S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doria (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 25th July, at Noon.

Griff (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct line.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [1310]

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

**Consignees.**  
TOYO KISEN KAISHA.  
NOTICE.  
FROM SAN FRANCISCO AND  
SHANGHAI.

**CONSIGNEES OF CARGO** per Steamship  
"AZURE".

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for Countersignature, and to  
make immediate delivery of their Goods from  
longside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

J. S. VAN BUREN,  
 Agent.  
 Hongkong, 5th July, 1899. [1310]  
**PACIFIC MAIL STEAMSHIP COMPANY.**  
NOTICE.  
 CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature and to take immediate delivery of their Goods on alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,  
Agent.

HongKong, 6th July, 1890.

NOTICE TO CONSIGNEES.  
 "GLEN" LINE OF STEAMERS.  
 FROM MIDDLESBORO, LONDON AND  
 STRAITS.  
 The Steamship  
 "GLENTURKET,"  
 having arrived from the above Ports, Consignees  
 and Cargo by her are hereby informed that their  
 goods are being landed at their risk into the  
 godowns of the Hongkong and Kowloon Wharf  
 and Godown Co., Ltd., at Kowloon, where each

Goods will be sorted out mark by mark  
 and delivery will be obtained as soon as the  
 goods are landed.  
 Goods not cleared by the 12th instant will  
 be subject to rent.  
 No Fire Insurance has been effected.  
 All ship damaged packages must be left in  
 the Godowns, and a certificate of the damage  
 obtained from the Godown Co. within ten days  
 of the steamer's arrival, after which no claims will  
 be recognised.  
 McCREGOR BROS. & CO.  
 Hongkong, 6th July, 1899. G799

NOTICE TO CONSIGNEES  
 FROM BOMBAY, COLOMBO

THE F. & O. S. N. Co.'s Steamship  
"COROMANDEL,"  
Consignees of Cargo by the above-named  
Vessel are hereby informed that their Goods  
being landed and placed at *their risk* in the  
Wharves and Godowns Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery will be obtained as soon as the  
Goods are landed.  
It is vessel's brings on Cargo—  
From London, &c., *ex* S.S. India.  
From Persian Gulf, *ex* B. I. S. N. and B. & P.  
N. Co's Steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary before 1  
O'CLOCK.  
Goods not cleared by the 12th instant, at  
Kowloon, will be subject to rent,  
and Fire Insurance will be effected by me in  
case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th July, 1890. [I-w 5  
STRONG LLOYD'S STEAM NAVI-  
GATION COMPANY.  
NOTICE TO CONSIGNEES.  
FROM KOBE.  
THE Steamship

"SILESIA,"  
arrived Consignees of Cargo are hereby  
informed that their Goods are being landed at  
risk into the Godowns of the Hongkong  
Kowloon Wharf and Godown Company,  
and whence delivery may be obtained.  
Claims will be admitted after the Goods  
are left the Godowns, and all Claims must be  
in to the office of the Undersigned before  
the 15th instant, or *they will not be  
admitted.*  
If Fire Insurance has been effected, and  
Goods remaining in the Godowns after the  
15th instant, will be subject to rent.  
Goods of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 8th July, 1899. (853a)

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**"STEAMSHIP "BENLEDI"**  
**FROM ANTWERP LONDON AND**  
**STRAITS.**  
CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at risk into the Hongkong and Kowloon  
Wharf and Godown Company's Godowns  
and/or from the wharves delivery may  
be obtained.  
Claims will be admitted after the Goods  
are left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant, will be  
subject to rent.  
Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 22nd

broken, chafed, and damaged Goods are  
lost in the Godowns, where they will be  
insured on the 14th instant, at 1/2 %  
Fire Insurance has been effected.  
of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
Agents:  
Hongkong, 8th July, 1899. [6884]

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00,000,000 UNCLAIMED  
DUALS REGISTERED LIST OF  
names of all Small advertised  
land property, and every other  
A.C.D. Don't try to get away from  
about by the book. It tells you  
how to recover property and find  
thought & care. Price 1/6.

Hongkong and Macao.  
Heungshan British steamer, 7055; Wai-  
Clarke—Hongkong, Canton and Macao  
Steamboat Co.  
Macao and Canton.  
White Cloud British steamer, 752; A. Cruick-  
shank—Hongkong, Canton and Macao  
Steamboat Co.  
Kiangting Chinese steamer, 189; Holmes &  
China Merchant Steam Navigation Co.  
Canton and West River.  
Lunkang British steamer, 368; Natus,  
—Hongkong, Canton and Macao Steambo  
at Canton British steamer, 108; Morrison,  
—Hongkong, Canton and Macao Steambo  
City E. Whampon Chinese steamer, 40; A  
Sun Chow Chinese steamer, Ab Kong  
Hongkong and West River.  
Galang British steamer, 250; Kwong Yik  
Coastal Trading Company—Kwang Nam  
all Amoy, all Canton, all Hongkong, all  
Roughly, Hing, Kowloon, all Hongkong  
all Amoy, all Canton, all Hongkong, all  
all Amoy, all Canton, all Hongkong, all  
all Amoy, all Canton, all Hongkong, all

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